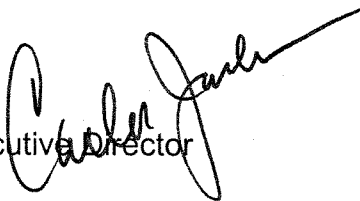


Community Development Commission

January 14, 2008

TO: Each Supervisor

FROM: Carlos Jackson, Executive Director



SUBJECT: NOTICE OF FUNDING AVAILABILITY (NOFA) FOR AFFORDABLE AND SPECIAL NEEDS HOUSING DEVELOPMENTS

The Commission's and Housing Authority's NOFA, planned for release in January 2008, will make available approximately \$5,000,000 in HOME funds and approximately \$15,000,000 in City of Industry (COI) for use in developing Affordable and Special Needs housing. Each program will retain its own funding pool, eligibility and unique scoring criteria. A pre-submittal conference will be mandatory for all applicants to acquaint them with the proposed changes. Applications will be accepted from February 13 through February 27, and recommendations for funding will be based on the highest scores. Shown below are the proposed changes to be incorporated in the NOFA.

- The maximum award per project for COI funds will be \$3 million for project in the unincorporated areas and participating cities; \$2 million for other projects within the 15 miles radius of City of Industry. Project in the unincorporated areas, due to a lack of other resources, will be eligible for a higher per-unit subsidy of COI funds, the maximum will be increased from \$60,000 to \$88,000.
- HOME funds are proposed to be equally available to projects in Participating Cities and unincorporated areas starting from the date of the NOFA's issuance. Projects in both geographic areas will have equal access in open competition.
- Proposed developments located in eligible Participating Cities or unincorporated areas that are recommended for a HOME funds allocation will, if qualified, also be recommended for a City of Industry Funds allocation.
- Applicants may submit a maximum of two applications and will be required to list all affordable units on the Los Angeles County Housing Resource website.
- Based on findings by the California Air Resources Board and South Coast Air Quality District and others, indicating potential health hazards, developments proposed within 500 feet of a freeway will not be eligible for funding. This rule will correspond with similar requirements being imposed by other government entities with the Los Angeles basis.
- Should the available funds not be exhausted under this round prior to June 30, 2008, the NOFA will be re-opened to applicants who failed to meet the deadline, threshold criteria or to achieve minimum qualified points.

Each Supervisor
Page Two
January 14, 2008

If you have questions or concerns, please contact Bill Huang, Director of Housing Development and Preservation at 323-890-7230, or I can be reached at 323-890-7400.

CJ:WKH:CBB

C: Nicole Englund, Deputy, First District
 Julia Orozco, Deputy, Second District
 Ben Saltzman, Deputy, Third District
 Rick Velasquez, Asst. Chief of Staff, Fourth District
 Paul Novak, Deputy, Fifth District

Freeway Setback Policy Health Issues/Distances:

California Air Resources Board (ARB): ARB studies show that air pollution levels can be significantly higher in close proximity to freeways or major roads then diminish rapidly.

ARB mentions that studies have shown adverse health effects within 1,000 feet of freeways or major roadways with the strongest effects within 300 feet. This clearly demonstrates diminishing adverse health effects with distance. ARB references a study done in southern California that showed pollutant concentrations decreasing dramatically 300 feet from the 710 and 405 freeways.

ARB discussion of health issues for people living close to freeways:

- Reduced lung function in children.
- Increased asthma hospitalizations.
- Increased asthma symptoms.
- Increased asthma and bronchitis symptoms in children.
- Increased medical visits for children.

In their Air Quality and Land Use Handbook, ARB recommends avoiding locating sensitive land uses (residences, schools, daycare centers, playgrounds, medical facilities, etc.) within 500 feet of a freeway or urban roads with 100,000 vehicle trips per day.

South Coast Air Quality Management District (SCAQMD): In their Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning they endorse the ARB siting recommendations (500 feet from freeway or major urban roads).

Other Agency Actions:

City of Chino prohibits homes or schools from being built within 1,000 feet of a freeway.

San Bernardino County recommends following ARB and SCAQMD recommendations for siting new developments at least 500 feet from freeways or other major highways.

A State law passed in 2003 prohibits construction of schools within 500 feet of heavily traveled roadways unless it can be shown that children's health is not endangered.

Examples of Study Findings:

In a study released early 2007, USC researchers concluded that living 500 meters (1640 feet) or closer to freeways resulted in "substantial deficit in lung development" in children. Study's conclusion also stated: "Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air

Sulfur dioxide- From combustion of sulfur containing fossil fuels; smelting of sulfur bearing metal ores; industrial processes. Aggravates respiratory diseases; reduces lung function.

Nitrogen dioxide- Motor vehicle exhaust; high temp stationary combustion; atmospheric reactions. Aggravates respiratory illness.

Ground-level ozone- Formed by chemical reaction between volatile organic compounds and oxides of nitrogen emitted by cars and other sources that takes place in presence of sunlight. Exposure to ozone can cause coughing, throat irritation and difficulty breathing. It can also worsen asthma attacks and is especially dangerous to those with asthma or chronic obstructive pulmonary disease.

Fine particulate matter (PM 10)- A mixture of solids and liquid droplets that vary in size from road dust, diesel soot, combustion products, etc. Particles less than 10 microns (about one-tenth of diameter of human hair) can enter lungs and aggravate heart and lung diseases. The smallest particles can travel deeper into the lungs and even pass through the lining of the lungs and enter the bloodstream. This allows them to travel to other organs and possibly interfere with their function.



South Coast
Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

FAXED: NOVEMBER 16, 2007

November 16, 2007

Ms. Katherine Laufenburger, Associate Planner
City of Claremont Redevelopment Agency
P.O. Box 880
207 Harvard Avenue
Claremont, CA 91711

**Draft Environmental Impact Report (Draft EIR) for the Proposed Base Line Road
45-Unit Affordable Housing**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final Environmental Impact Report prior to approval of the proposed project.

Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final Environmental Impact Report. The SCAQMD staff would be happy to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

Sincerely,

Steve Smith, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

Attachment

SS:GM

LAC071003-02
Control Number

Health Risk Assessment

1. On page 3.2-17, the Draft EIR cites the CARB Air Quality and Land Use Handbook's recommendation to avoid siting new sensitive land uses within 500 feet of a freeway. In spite of this recommendation, the Draft EIR states that the proposed project would be approximately 120 feet from the freeway at its closest point.

To evaluate exposure to air toxics from the nearby I-215 freeway, the Draft EIR cites a mobile source health risk assessment (HRA) completed for the Courts at Monte Vista dated January 31, 2007. The Draft EIR states that the Courts at Monte Vista and proposed project sites are similar because of their proximity to the freeway and are within two miles of each other. Although the HRA for the lead agency for the Courts at Monte Vista concluded the health risk to that project would be below 10 in one million, which is not significant; the Draft EIR for the proposed project states that "due to uncertainties associated with current modeling techniques for air toxic exposures from the roadways and the applicability of the Urban Crossroads study to the 45-unit affordable housing site, the impact is classified as significant and unavoidable." The Draft EIR then cites the USC 2005 Children's Health Study and concludes that the proposed project would result in significant impact to children under the age of 18 who would occupy the proposed residences.

SCAQMD staff does not recommend the use of an HRA for one proposed project for a separate unrelated proposed project. Furthermore, if this is done thorough documentation should be included that demonstrates the similarities and differences including topographical maps of both projects with sources and receptors, a detailed comparison of source parameters, assumptions made in the HRA and the modeling files should be included with the Draft EIR.

If a lead agency chooses to site new sensitive land uses within the buffer zones recommend by the CARB Air Quality and Land Use Handbook, SCAQMD staff suggests that the lead agency report the MATESII carcinogenic health risk associated with the two kilometer by two kilometer grid cell that includes the proposed project in the Final EIR. The MATESII health risk value also includes carcinogenic health risks from other upwind sources besides the freeway, which were left out when only the freeway is modeled.

The MATESII carcinogenic health risk value for the two kilometer by two kilometer grid cell that includes the proposed project is 840 in one million. Since the source to receptor distance is important in determining health risk and the MATESII carcinogenic health risk values represent an average health risk in the associate grid cell, even this value may underestimate the carcinogenic health risk to the proposed project.

2. Because the proposed project is located next to a major roadway, the I-215 freeway; the proposed project is within the 50-foot buffer zone recommended by CARB; and will include sensitive receptors, SCAQMD staff considers it to be an incompatible

land use based on the close proximity to the freeway. Project alternatives analyzed by the lead agency include two alternative site location alternatives, both of which are owned by the lead agency. For both of these alternatives, significant air quality impacts from the freeway are eliminated. However, the lead agency rejects these two alternatives, as well as the other two alternatives, because they "fail to meet one or more of the main project objectives." It is unclear which project objectives are unmet if the alternative site alternatives are implemented. SCAQMD staff recommends reconsideration of the alternative site alternatives.